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OXC-1217
Copy 10 of 10

10 January 1961

MEMORANDUM FOR : Chief, Contracts Branch, Development Projects Division

SUBJECT : Procurement of AVQ-10 Weather Radar for [REDACTED]

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REFERENCE

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1. Confirming our several informal discussions on the subject of the mechanics of procurement, pricing, and costing of the RCA-AVQ-10 weather radar for [REDACTED] I should like to set down the following facts for guidance:

a. The requirement for this gear stems from two considerations:

(1) A recent FAA directive ordering weather radar in all passenger carrying, four-engine transport aircraft of commercial registry. Compliance is mandatory as of 1 January 1961.

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(2) In view of the decision of the DD/P to de-mothball [REDACTED] approximately six months ahead of its expected utilization in OXCART support, with standby costs to be charged to [REDACTED] it becomes advisable to prepare this aircraft for any eventuality, including long over water flights, flights over strange terrain, and other circumstances connected with cross country navigation where weather radar is a great assistance.

b. An attempt was made to substitute the military equivalent of the AVQ-10; namely, the APS-42, which would have come to us as GFE through Colonel Geary's office, but Kelly Johnson advised that

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due to differences in size between the two models and the fact that the aircraft was originally engineered for the commercial version, installation of the APS-42 would have cost in the neighborhood of \$20,000 and several months of re-engineering the radome and instrument panel. Accordingly, we opted for the commercial version, and last week I orally gave Kelly instructions to procure and install, which he is now in the process of accomplishing.

c. On the LAC price for the AVQ-10, which Kelly Johnson quoted to me on 6 January as being \$15,800, I believe that this is a fair price for a single set, without benefit of quantity purchase such as the services or airlines would receive. Kelly offered to send me a copy of their bill for the purchase, and indicated that he would install it without charge under the 25X1 original purchase-and-make-ready agreement; i.e., [redacted]

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2. In view of the above information, and in the manner we have discussed, I would suggest that we plan to cover Kelly's procurement of the set under [redacted] either as an amendment or under the original language if you feel it is inclusive enough. As far as where the charge should be lodged for the equipment, I feel safe in saying that we do not require an Activity Program, but taking Mr. Bissell's oral approval to outfit the aircraft and have it as a standby capability for [redacted] that we can justifiably report this as a charge under that heading. Should this be contested in any quarter, I believe we could find a second lodgement for the charge under paragraph 1. a. (1) of this memorandum, since this is a Federally-imposed requirement not in existence at the time the aircraft purchase was contemplated and budgeted for.

3. Please let me know if my proposals in paragraph 2 above present any problems to you or to the Comptroller, IFD. I suggest also that a confirmation of purchase cable be originated by you and sent to LAC without delay, to close that circuit.

JAMES A. CUNNINGHAM, JR.
Assistant Chief
DPD-DD/P

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